



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

Chairman
Ted Silver

Members
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Susan Kairalla

Amado Leon

Susan Smith

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

5800 SW 66 ST
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, NOVEMBER 17, 2004
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF OCTOBER 27, 2004
- III. PRESENTATIONS
 - A. CITY OF MIAMI WATERFRONT PLANS – R. Weinreb, City of Miami
 - B. CORAL GABLES BIKE LANE MASTER PLAN – H. Elbadrwi, Marlin Eng
- IV. DISCUSSION ITEMS
 - A. MDT BIKE&RIDE PROGRAM CHANGES – D. Henderson
 - B. BPAC 2005 MEETING DATES – D. Henderson
- V. INFORMATION ITEMS
 - A. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
 - B. OCTOBER PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

***NOTE: NEXT MEETING – DECEMBER 15, 2004*
RESCHEDULED TO AVOID HOLIDAY FESTIVITIES**

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, NOVEMBER 17, 2004

MEMBERS PRESENT

Sheila Boyce
Amado Leon

Brett Bibeau
Ted Silver

MEMBERS ABSENT

Barry Burak
Susan Smith
Susan Kairalla

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Bob Weinreb, City of Miami Sheng Yang, Marlin Eng.
Hesham Elbadrawi, Marlin Eng. Rogelio Fernandez, Concerned Cyclist Noel Cleland, Concerned Cyclist

The meeting began at 7:17 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- SB: <i>Motion to approve today's Agenda; seconded by BB; vote – unanimous.</i> DH: <i>Has a brief addition he will convey at the end of the meeting.</i>
APPROVAL OF MINUTES	- SB: <i>Motion to approve Minutes of October 27, 2004; seconded by AL; vote – unanimous.</i>
CITY OF MIAMI WATERFRONT PROJECTS	- WR: The City of Miami's administration is very interested in moving these projects forward. One of which is a continuous Baywalk from Peacock to Kennedy Parks. Yacht clubs in the area are being asked to cooperate. <i>The spoil islands may be improved for people to visit as parks.</i> For another area: Virginia Key, the Master Plan is being redone. <i>It should be finalized within the next 6-8 months.</i> He hopes BPAC members can attend some of the public meetings. Although much of the Key is either beach or critical wildlife area, incorporating walking/cycling trails into the island is an objective. <i>Finally, the Downtown Baywalk would traverse the shoreline from NE 21 St. to the Miami River Greenway.</i> He also hopes to better-facilitate bicycle/pedestrian access to Watson Isle attractions. Some of the challenges facing this project are: 1. Women's Club opposition to using any part of their parking lot. This can be remedied by cantilevering-out a walkway. 2. Crossing the Venetian & MacArthur Cswys., as well as Port Blvd., the railway, and a better route near Bayside Marketplace. Remedies include, pedestrian signalization, underpasses, and cantilevered bridges. DERM is willing to consider these proposals. He hopes the BPAC can come-up with other alternatives. Presently, the <u>Miami Herald</u> has gated their existing Baywalk. <i>It would be opened after the other links are constructed.</i> In 1982, the <u>Miami Herald</u> provided \$100,000 for a I-395 pedestrian overpass. That figure has gone up to \$182,000, because of interest. Bicentennial Park was once a shipping port. There are efforts to make I-395 sub-terrainian in this area. He hopes BPAC members can attend the Bicentennial Park public meetings. The seawall is presently being reconstructed. The property under/near Port Blvd. has been suggested for a police NET station for personnel patrolling Baywalk. Unfortunately, the Port Authority insists that the tracks are still being used and must remain. Bringing this r/r crossing up to standards wouldn't be difficult. The existing Baywalk at Bayside is being utilized more as a bus parking area than a destination for people. An attractive waterfront would bring more people to Bayside, so this needs upgrading. Bayfront Park's portion of Baywalk needs improvement as well. <i>The FDOT's realignment of Biscayne Blvd. will make it easier for pedestrian crossings, as well as improve aesthetics.</i> Fortunately, City of Miami staff were able to persuade FDOT that more lanes were not needed in this area. The addition of two museums and improvements in Bicentennial Park should be major

pedestrian-traffic generators. *There will be a Parcel B Workshop on Dec. 1st to discuss improvements behind the AAA.* Moving on to Virginia Key; the sewage plant will remain for at least another 50 years, and there is still over 45 acres of dredged soil deposits on the north-end. Facilities linking the beaches, the wildlife area and other attractions are possible. There are some deed restrictions for the Marine Stadium, but these may change during the Master Planning process. This area is presently dreary. Crossing the causeway is hazardous; he hopes this can be improved. The entire park is expected to be reopened in 2006. There was a misunderstanding regarding the Seaquarium's request for more parking across the causeway. *The Mater Plan will address this issue.* He'd rather they build a parking garage on the Seaquarium side, since crossing the cswy. is difficult. The Dinner Key Expo Ctr. may actually be torn down or reverted for alternative use, including the whole parking area. This is significant, public waterfront property. The Coconut Grove Sailing Club is also using public property. The City wants it to remain, but make changes that invite the public to the waterfront. *This Master Planning process will formally begin in a few months and public input would last about 2 months.* Elevated walkways would be required in the critical wildlife area on Virginia Key, to avoid interfering with wildlife. *A section across from the Marine Stadium will allow people to access this small portion of the area.*

TS: Assumes these would be similar to the look-outs provided in the Flamingo area.

BB: He has always admired RW's efforts. He likes the idea of visiting ships using the slip at Bicentennial Park, but unsure how connecting the two sides of the slip could be done.

RW: A cantilevered bridge, like Ft. Lauderdale's Riverwalk r/r bridge could be installed.

BB: Inquired about an alternative connection at Bayside.

RW: Because of the configuration/use at Bayside, a bridge could connect the property next to the Port Bridge to the marina jetty; avoiding the multitude of pedestrian traffic. This is a concept that was proposed, it wouldn't preclude anyone from going to Bayside.

BB: Inquired about the rendering shown for the park.

RW: This was just the artist's concept. The high-rises currently being developed will house a lot of people who will want to use the park. The Master Planning process hasn't begun. The City has promised 4 acres each for the museums; somehow, the museums are expecting 8 each. The park is only 30 acres, including the slip and a strip of land on the AA Arena side. It is important for people to attend the Parcel B workshop to ensure the County designates this park space the way they feel appropriate. He was able to secure \$400,000 from the City for a Baywalk from NE 21 St to the mouth of the river. The PBA?? is donating \$50,000 as well. He welcomes the Miami River Commission to coordinate activities with him. These efforts must work together. The Miami One group is responsible to design the portion at the mouth of the river.

BB: Inquired as to the installation of recreational boat moorings along Baywalk.

RW: This is a problem. Currently, the City only has a permit from DERM for 10 commercial vehicles. *After the seawall and other permitting is secured, he will try to reintroduce the concept of recreational boats to moor.* If he can find proof that prior to 1989 pleasure boats utilized the shoreline, then he can get this use "grandfathered" in. He hopes that water taxis can become a major component in this area. The Broward Riverfront water taxi operator would like to return; but it will be a few years away.

SB: Inquired if he has seen the Miami One plans.

RW: The City's Planning Dept. has. He hopes it is impressive, because of the location.

SB: They were granted waivers on design. Hopes it looks similar to the rest of Baywalk.

RW: Doubts it will be unified; there will be some sort of consistency with signage, etc.

	<p>SB: Inquired as to the Grove Harbor Marina providing access to the public.</p> <p>RW: The City is having difficulties, because the marina is proposing designs that don't support the Baywalk concept. Some of the old buildings are "grandfathered" in.</p> <p>SB: The public ROW should be open, just close off the area where there is construction.</p>
<p>CORAL GABLES BIKEWAYS MASTER PLAN</p>	<p>- HE: (Provided a hand-out.) The study team reviewed existing and planned bikeways within Coral Gables. The goal is to have a network of bike lanes, as well as for their traffic calming effects. At least 22 corridors have a width of 28' or more. Traffic data was collected, and land-use was reviewed. The objective is to accommodate utilitarian bikers as well as recreational. After inputting data into the State's Bicycle Level-of-Service formula, any roads under BLOS-D were omitted. Afterwards, corridors with problematic or pending drainage projects, on-street parking, or with traffic circles were identified/reviewed, taking away more potential roads. Connectivity to the M-D Bikeway Plans were then reviewed. The study is not finalized. <i>Hardee Av. is planned to have traffic circles to better control traffic at the bridge. The City has plans to cantilever out to provide shared b/p use.</i> Ponce de Leon Blvd. was a prospective candidate, but the City already has different plans to improve it for traffic control. Miracle Mile was omitted, because the City wants to widen the sidewalks for café tables. After the UofM complained about speeding on San Amaro Dr., it was determined that the 1-lane north/2-lane south configuration was impractical. The study team is suggesting removing a lane and using the space for a greenway. This would connect the university with University Village dormitories. <i>The City plans to use PTP funds for many of these bikeways. Those "local" roads that are have 28' widths will be reduced to 10' automobile lanes and 4' bike lanes. The roads with on 26' widths will be providing 3' undesignated bike lanes. These would also be included in the City's Street Improvement Plan for future width expansion of the bike lanes.</i> Those roads with 24' widths were considered to be grouped with other corridors for 1-way pair bike lanes. This was deemed unsafe and confusing. JM: Perhaps in those corridors the additional width can be brought to one side and redesigned with a wider sidewalk path.</p> <p>HE: <i>He expects to present the study to M-DPW for review within a month.</i></p> <p>JM: Inquired if a Miracle Mile alternative could be included.</p> <p>HE: Alhambra Plz. aids cyclists in this area.</p> <p>TS: Concerned that Ponce de Leon Blvd. will not be improved for cyclists.</p> <p>HE: The City is beginning work on a different design to improve automobile traffic.</p> <p>DH: Concerned that the team is eliminating corridors based upon their existing BLOS. With improvements, many corridors' BLOS would change.</p> <p>HE: Those considerations were reviewed. Many corridors have space for more pavement. However, traffic volumes, including trucks will continue to escalate.</p> <p>RF: The major commerce corridors are omitted from this plan.</p> <p>HE The City is reluctant to include Downtown, due to expected high-rise developments.</p> <p>TS: The City seems to be waiting for problems to arise, then acting to reverse them. Developers/businesses aren't don't encourage bicycle-friendly roadways. The City of Miami fought against bike lanes on Grand Av., because civic leaders said it would hurt potential redevelopment. They felt an extra 2' for sidewalk cafes would be better. They also claimed cyclists don't spend money in the area. The MPO granted a 1-time waiver to the Bike Plan. The objective is to create corridors that serve people who bicycle, skate, push strollers, etc.; they will be coming out of the future high-rises, and need to get downtown. It is backwards not to plan for them now. If the presumption is that extra width on a sidewalk is crucial, then he argues - those people sitting at the cafes will be</p>

COMMENTS	<ul style="list-style-type: none"> • BB: • AL:
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- *The meeting was adjourned at 9:10 p.m.*